



FUTURE TEACHER — Stevenson High School junior Linda Orrin, of the J. Lloyd Trump Future Teachers of America Club, gets an expense check to a Washington seminar June 12-16. It was presented by Keith Geiger, vice-president elect of the Livonia Education Association which is financing the trip. Mrs. Ruth Gruber, PTA adviser, looks on. Seminar is sponsored by Michigan Future Teachers Association. Linda is vice-president of the Stevenson FTA unit and former editor of the Michigan PTA newsletter.

Cars Take Beating From GM Engineers

Suddenly, it's 1971. Three years have vanished beneath the wheels of two dozen cars that were new just a few months ago, but now are as old as they would normally be by 1971. Taken completely apart, they lie spread out today on a series of tables while General Motors engineers examine their parts to determine how well they have withstood the ravages of accelerated time and wear. The cars, made by GM and its competitors, bear the scars of 40,000 miles of painting, round-the-clock driving. They've worn out the expected parts such as fan belts and tires plus some that were not expected. They've had their horns tested, their doors slammed, their windshields wiped, their radios played.

ALL SURVIVED ONE of industry's most grueling product tests; a test in which time is telescoped to give GM a jump on discovering and correcting possible trouble spots years before they might surface in normal usage. The test also enables GM to make certain it is meeting its own product standards and to rate its cars against other makes.

The "durability run," as the test is called, is conducted at the company's Milford Proving Ground which was established in 1924 as the industry's first road laboratory. Shortly after the new models appear each fall a number of GM and competitor makes—

all representing the latest in automotive design—start out on a "durability" schedule, designed to subject each part to a rigorous trial-by-tape.

"Durability cars suffer not greater abuse than they would in 'normal service,'" Charles J. Brady, director of the Proving Ground, explained. "Nevertheless, their performance gives us clues to problems that may appear. Six months after new model production begins we are years ahead of the calendar and, fortunately, our divisions are forewarned against possible future difficulties."

Twenty-four hours a day, five days a week the cars are driven around a 2.4-mile Proving Ground course that consists of blacktop, gravel and concrete surfaces, roads plus a 1-1/2 mile washboard of upended paving blocks.

ABOUT HALF THE TEST mileage is run on a "smooth-surfaced" track because cars are driven today primarily on improved roads. Acceleration, braking, gear-shifting, and similar maneuvers designed to speed up the wear and tear on the vehicle's driving components—and to check their operation, durability, and reliability—are prescribed for each component.

During each loop, for example, a car is brought to a full stop three times from 60 miles per hour; the engine is started

and stopped seven times; parking maneuvers are executed and a "back-up test" on an 11-foot track, slope, 15 mph full acceleration.

The severity of the durability schedule subjects basic parts of the car to wear far greater than they might receive during 40,000 miles of normal driving, but cars do not age by miles alone. To simulate normal all-around service, various accessory components are also operated on an accelerated schedule.

During each shift engine compartment and trunk lids are opened a specified number of times; air conditioning units are run on all cycles; windows are raised and lowered; seats are moved.

"Our primary purpose," Brady said, "is to test the total car through and beyond the range of normal customer usage. We start out by beating GM and competitor's cars from dealers, just as a customer would do, to make certain we get average products. We do everything the owner's manual says to do and we record every complaint an owner would be apt to make."

MUCH OF THE testing associated with customer satisfaction is subjective. Drivers are rotated among the cars and rate their characteristics on a "best-liked, least-liked" basis.

An inspector then rides the car to check the driver's re-

CALDER'S "MAN"

Alexander Calder's sculpture "Man," a 67-404, 46-ton steel stainless steel statue created for Expo 67, has been given to the City of Montreal by International Nickel, composed of 2,810 feet of stainless steel sheets, 102 strips and 4,000 bolts, the largest work of the renowned sculptor will be permanently displayed in a park.

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Fire Federal Workers Who Riot-Griffin

Federal employees convicted of a felony in connection with a riot would be automatically dismissed from their government jobs under a bill supported by Sen. Robert P. Griffin (R-Mich). The legislation is included in the wide-reaching crime control bill now pending in the Senate. "The first responsibility of government is to maintain law and order and to safeguard the person and property of law-abiding citizens," Griffin said. "When a government employee disregards that responsibility and engages in violence, I believe he disqualifies himself as a federal jobholder."

THERE ARE FOUR types of felony convictions which would result in automatic dismissal of a federal employee and make him ineligible for a government job for a five-year period. They are:

- Inciting a riot or civil disorder.
- Organizing, promoting, encouraging or participating in a riot or civil disorder.
- Aiding persons to engage in a riot or civil disorder.
- Committing an offense, such as arson, which is determined by the employee's agency to further the riot or civil disorder.

"UNDER THE PRESENT LAW," Griffin said, "such violators do not automatically lose their federal jobs. 'Federal employees, and prospective federal employees, who take part in riots should understand in advance that their participation in violence cannot be tolerated and will affect their employment status.'"

"The serious nature of such crimes, committed during times of extreme tension within a community, cannot be disregarded," Griffin said.

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